

AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [0012] with the following amended paragraph:

[0012] This provision can be dispensed with in a second embodiment, in which the magnet valve is formed by a ~~2/3-way~~ 3/2-way valve, of which an inlet communicates with the pressure line, a first outlet communicates with the suction jet pump, and a second outlet communicates with a pressure limiting valve. This ~~2/3-way~~ 3/2-way valve is controlled by the engine control unit such that in a currentless state it connects the inlet with the second outlet, while in the state with current it connects the inlet with the first outlet. Consequently, when the engine is stopped and the engine control unit is without current and hence deactivated, the ~~2/3-way~~ 3/2-way valve automatically, for instance by spring prestressing, switches into its currentless position, in which the pressure line communicates with the pressure limiting valve, by way of which overpressure is then reduced again. In normal operation under load or in engine overrunning, the ~~2/3-way~~ 3/2-way valve is conversely supplied with current by the engine control unit, so that the suction jet pump is connected to the pressure line.

Please replace paragraph [0028] with the following amended paragraph:

[0028] In the second exemplary embodiment of the invention shown in Fig. 2, those elements that remain the same and function the same as in the above example are identified by the same reference numerals. As the magnet valve, a ~~2/3-way~~ 3/2-way valve 44 is used here, of which an inlet 46 communicates with the pressure line 12, a first outlet 48 communicates with the suction jet pumps 38, and a second outlet 50 communicates with a pressure limiting valve 52.

The ~~2/3-way~~ 3/2-way valve 44 is triggered by the central engine control unit 24 in such a way that in the currentless state, it connects the inlet 46 with the second outlet 50, and in the state supplied with current it connects the inlet 46 with the first outlet 48. Preferably, the ~~2/3-way~~ 3/2-way valve 44 is switched to be currentless during a stopped phase of the engine, and otherwise, that is, in operation under load and in overrunning, it is supplied with current. Consequently, upon stoppage of the engine and with the engine control unit 24 deactivated and without current, the ~~2/3-way~~ 3/2-way valve 44 automatically, for instance by spring prestressing, switches into its currentless position, in which the pressure line 12 communicates with the pressure limiting valve 52, by way of which valve overpressure can then be reduced. In normal operation under load or in the overrunning mode of the engine, conversely, the ~~2/3-way~~ 3/2-way valve 44 is supplied with current by the engine control unit 24, so that the suction jet pumps 38 are connected to the pressure line 12.

Please replace paragraph [0030] with the following amended paragraph:

[0030] Both putting the suction jet pumps 38 out of operation and varying the shutoff pressure can also be effected by the ~~2/3-way~~ 3/2-way valve 44 in the second embodiment shown in Fig. 2, if at the above-described, adequate level in the fuel tank 4 the magnet valve is switched in such a way that the inlet 46 communicates with the second outlet 50, which discharges into the pressure limiting valve 52. Then, the part of the suction jet pump line 34 located downstream of the ~~2/3-way~~ 3/2-way valve 44 is blocked up to a predetermined pressure level, so that the suction jet pumps 38 are no longer supplied with fuel.